

2005
Virginia Department of Transportation
Daily Traffic Volume Estimates
Including Vehicle Classification Estimates
where available

Special Locality Report
177
Town of Broadway

Prepared By
Virginia Department of Transportation
Traffic Engineering Division

In Cooperation With
U.S. Department of Transportation
Federal Highway Administration

Virginia Department of Transportation
Traffic Engineering Division
Traffic Monitoring Section

The Virginia Department of Transportation (VDOT) conducts a program where traffic count data are gathered from sensors in or along streets and highways and other sources. From these data, estimates of the average number of vehicles that traveled each segment of road are calculated. VDOT periodically publishes booklets listing these estimates.

One of these booklets, titled "Average Daily Traffic Volumes with Vehicle Classification Data, on Interstate, Arterial and Primary Routes" includes a list of each Interstate and Primary highway segment with the estimated Annual Average Daily Traffic (AADT) for that segment. AADT is the total annual traffic estimate divided by the number of days in the year. This booklet also includes information such as estimates of the percentage of the AADT made up by 6 different vehicle types, ranging from cars to double trailer trucks; estimated Annual Average Weekday Traffic (AAWDT), which is the number of vehicles estimated to have traveled the segment of highway during a 24 hour weekday averaged over the year; as well as Peak Hour and Peak Direction factors used by planners to formulate design criteria.

In addition to the Primary and Interstate publication, one hundred books are published periodically, one for each of 100 areas across the state defined by VDOT for record-keeping purposes. These books include traffic volume estimates for roads within the county, cities, and towns within the area. These books are titled "Daily Traffic Volumes Including Vehicle Classification Estimates, where available; Jurisdiction Report numbers 00 through 99".

Also available are a number of reports summarizing the average Vehicle Miles Traveled (VMT) in selected jurisdictions and other categories of highways. There are many different ways to present traffic volume summary information. Because the user determines the value of each presentation, the reports have been redesigned based on user requests and feedback. The people of the VDOT Traffic Engineering Division Traffic Monitoring Section who produce these books welcome requests for other helpful ways of presenting the summary information.

A compact disc (CD) is available that includes files in the Adobe® Portable Document Format (PDF) that can be displayed, searched, and printed using common desktop computer equipment. The CD includes the publications described above as well as a number of other reports, including specialized VMT summaries and smaller AADT reports for each city and town separately.

Publication Notes

Parallel Roads

For road inventory and management purposes, some roadways are counted separately by direction and have separately published traffic estimates for each direction of travel. Examples of such roadways are the interstate system and routes with separated facilities and (usually) one-way traffic facilities in urban areas. In these publications, they are referred to as parallel roads. As a convenience for the users of the publication, the listing for segments of roads with parallel segments are published with both the traffic estimates for their own direction of travel (e.g. I-95 Northbound) as well as the estimate of the total of all traffic on the same route including parallel roadways (all directions of I-95). The publication will have a “Combined Traffic Estimates for Parallel Roadways on this Route” or “Combined Traffic” identifiers for the combined direction of travel estimates.

Roadways such as I-395 with a North segment, a South segment and a separate Reversible lane segment will have the estimate for more than two parallel roadways included in the entire combined traffic estimate.

Some routes have very complicated paths through cities and towns. These parallel paths may be too complex to allow a relationship between nearby sections of the opposite direction on the same route. In this case, to indicate that the traffic estimates for such a road segment may not include all directions of traffic on that route, the line that would list the combined values will indicate “NA” for not available.

VDOT’s traffic monitoring program includes more than 100,000 segments of roads and highways ranging from several mile sections of Interstate highways to very short sections of city streets. Due to problems experienced obtaining some traffic count data, and the level of quality necessary to maintain confidence in the data, no estimate is currently available for some segments of roadway. These segments are included in the publications indicating “NA” for not available. It is the intention of the VDOT Traffic Engineering Division Traffic Monitoring group to obtain the data necessary and to report traffic volume estimates on all road segments included in these publications.

Many of the road segments in this program are local secondary roads. The amount and detail of data collected on these roads are not as great as the data collected on higher volume roads. The vehicle classification, average weekday traffic volumes, and the theoretical design hour traffic volumes are not calculated for these roads. The publications indicate “NA” for the information that is not available.

This publication is based on a traffic monitoring program initiated in 1997. Because the data collection techniques and statistical evaluation processes are different than those used in previous years, comparison with previous publications may be misleading.

Glossary of Terms:

Route: The Route Number assigned to this segment of roadway with the master inventory route number if this is an overlapping route, with official street or highway name if available.

Length: Length of the traffic segment in miles.

AADT: Annual Average Daily Traffic. The estimate of typical daily traffic on a road segment for all days of the week, Sunday through Saturday, over the period of one year.

QA: Quality of AADT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- H Historical Estimate
- M Manual Uncounted Estimate
- N AADT of Similar Neighboring Traffic Link
- O Provided By External Source
- R Raw Traffic Count, Unfactored

4Tire: Percentage of the traffic volume made up of motorcycles, passenger cars, vans and pickup trucks.

Bus: Percentage of the traffic volume made up of busses.

2Axle Truck: Percentage of the traffic volume made up of 2 axle single unit trucks (not including pickups and vans).

3+Axle Truck: Percentage of the traffic volume made up of single unit trucks with three or more axles.

1Trail Truck: Percentage of the traffic volume made up of units with a single trailer.

2Trail Truck: Percentage of the traffic volume made up of units with more than one trailer.

QC: Quality of Classification Data:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- C Short Term Classified Traffic Count Data
- F Factored Short Term Traffic Count Data
- H Historical Estimate
- M Mass Collective Average
- N Classification Estimates of Similar Neighboring Traffic Link

K Factor: The estimate of the portion of the traffic volume traveling during the peak hour or design hour.

QK: Quality of the Peak Hour estimate:

- A Factor based on 30th Highest Hour Observed During at least 250 days of Continuous Traffic Data
- B Factor based on other Hour Observed During Less than 250 days of Continuous Traffic Data
- F Factor based on Highest Hour Collected at in a 48 Hour Weekday Period
- M Factor based on Manual Estimate of design hour
- N Peak Hour Factor of Similar Neighboring Traffic Link
- O Provided by External Source

Dir Factor: The estimate of the portion of the traffic volume traveling in the peak direction during the peak hour..

AAWDT: Average Annual Weekday Traffic. The estimate of typical traffic over the period of one year for the days between Monday through Thursday inclusive.






QW: Quality of AAWDT:

- A Average of Complete Continuous Count Data
- B Average of Selected Continuous Count Data
- F Factored Short Term Traffic Count Data
- G Factored Short Term Traffic Count Data with Growth Element
- M Manual Uncounted Estimate
- N AAWDT of Similar Neighboring Traffic Link
- O Provided by External Source





Year: Year for which the published values are appropriate. If the Quality of AADT (QA) is "R", the year is the year that the raw traffic count was collected, and if available,

Route Shield Legend

Route Systems

	Interstate Route	Traffic volume data for Interstate Routes and some other routes are reported separately by direction, as well as combined.
	US Route	
	Virginia State Route	
	Frontage Road (F precedes frontage route number)	
	Secondary Route	

Special Routes

	Bus - Business Route
	Bypas - Bypass Route
	Truck - Truck Route
	ALT - Alternate Route
	Wve - Wye Route connector
	P - Parallel Route; Southbound or Westbound direction lanes of a numbered route where they are on a different road facility than the other direction.
	The VDOT Maintenance Jurisdiction number is displayed below the Secondary Route Number if the Maintenance Jurisdiction is different than the jurisdiction in the title of the report.

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2005
Annual Average Daily Traffic Volume Estimates By Section of Route
Town of Broadway

Route	Jurisdiction	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW
							2Axle	3+Axle	1Trail	2Trail						
42 Timber Way	From: SCL Broadway															
	Town of Broadway (Maint: 82)	0.81	8400	N	94%	1%	1%	1%	3%	0%	N	0.089	N	0.628	8700	N
42 ALT 259 Timber Way	From: ALT SR 259															
	Town of Broadway (Maint: 82)	0.32	6900	G	94%	1%	1%	1%	3%	0%	C	0.087	F	0.598	7100	G
42 259 Timber Way	From: SR 259 South															
	Town of Broadway (Maint: 82)	0.33	8000	G	94%	1%	1%	1%	3%	0%	F	0.083	F	0.538	8200	G
259 Mayland Rd	From: ECL Broadway															
	Town of Broadway (Maint: 82)	0.45	7500	N	93%	0%	1%	1%	4%	0%	N	0.088	N	0.51	7700	N
259 42 Timber Way	From: SR 42 East of Broadway															
	Town of Broadway (Maint: 82)	0.33	8000	G	94%	1%	1%	1%	3%	0%	F	0.083	F	0.538	8200	G
259 Brocks Gap Rd	From: SR 42 BROADWAY															
	Town of Broadway (Maint: 82)	0.36	9500	G	93%	0%	1%	1%	4%	0%	F	0.082	F	0.65	9800	G
ALT 259 42 Timber Way	From: WCL Broadway															
	Town of Broadway (Maint: 82)	0.32	6900	G	94%	1%	1%	1%	3%	0%	C	0.087	F	0.598	7100	G
ALT 259 Broadway Ave	From: SR 42															
	Town of Broadway (Maint: 82)	0.72	1800	G	93%	0%	1%	1%	4%	0%	F	0.1	F	0.504	1900	G
	From: SR 259															

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						2Axle	3+Axle	1Trail	2Trail							
Town of Broadway																
From: SCL Broadway																
617 S Sunset Rd	0.24	510	N	96%	1%	1%	2%	0%	0%	N	0.125	N	0.532	520	N	2005
To: 82-1421 E Springbrook Rd																
From: NCL Broadway																
617 N Sunset Rd	0.66	1200	G	96%	1%	1%	2%	0%	0%	F	0.087	F	0.528	1200	G	2005
To: SR 259 E, Brocks Gap Rd																
From: NCL Broadway																
617 Spar Mine Rd	0.10	2200	G	96%	1%	1%	2%	0%	0%	F	0.095	F	0.515	2300	G	2005
To: SR 42																
From: ECL Broadway																
801 Holsinger Rd	0.15	350	R								NA			NA		08/24/2000
To: ECL Broadway																
From: ECL Broadway																
803 Daphna Rd	0.12	30	G								0.222	F	0.5	30	G	2005
To: 82-1421																
From: SR 259 ALT																
1401	0.09	60	R								NA			NA		10/16/2003
To: Dead End																
From: Dead End																
1402	0.11	220	R								NA			NA		10/16/2003
To: SR 259 ALT																
From: SR 259 ALT																
1403	0.29	600	R								NA			NA		09/07/2000
To: SR 42																
From: SR 42																
1403	0.15	190	R								NA			NA		09/07/2000
To: Dead End																
From: Dead End																
1404	0.07	240	R								NA			NA		10/16/2003
To: SR 259 ALT																
From: SR 259 ALT																
1405	0.11	200	R								NA			NA		09/07/2000
To: 82-1408																
From: 82-1408																
1405	0.07	210	R								NA			NA		09/07/2000
To: 82-1407																
From: 82-1407																
1405	0.10	390	R								NA			NA		09/07/2000
To: SR 42																
From: 82-1426																
1406	0.16	210	R								NA			NA		09/07/2000
To: SR 259 ALT																
From: SR 259 ALT																
1406	0.11	1000	R								NA			NA		09/07/2000
To: 82-1408																
From: 82-1408																
1406	0.07	930	R								NA			NA		09/07/2000
To: 82-1407																
From: SR 42																
1407	0.12	620	R								NA			NA		09/07/2000
To: 82-1405 EAST																
From: 82-1405 WEST																
1407	0.12	280	R								NA			NA		09/07/2000
To: 82-1403																
From: SR 42																
1408	0.04	990	R								NA			NA		09/07/2000
To: 82-1406																
From: 82-1406																
1408	0.06	520	R								NA			NA		09/07/2000
To: 82-1405																
From: 82-1405																
1408	0.14	360	R								NA			NA		09/07/2000
To: 82-1403																

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Route	Length	AADT	QA	4Tire	Bus	Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
Town of Broadway																
1409 82	0.13	200	From:	SR 42							NA		NA	09/07/2000		
			To:	82-1410												
1410 82	0.09	110	From:	SR 42							NA		NA	09/07/2000		
			To:	82-1409												
1411 82	0.07	130	From:	SR 259							NA		NA	10/16/2003		
			To:	0.07 M FRM SR 259												
1411 82	0.13	80	From:								NA		NA	10/16/2003		
			To:	0.20 M FRM SR 259												
1411 82	0.05	60	From:								NA		NA	10/16/2003		
			To:	NCL Broadway												
1412 82	0.22	660	From:	Dead End							NA		NA	10/08/2003		
			To:	SR 259												
1413 82	0.43	1100	From:	82-1414							NA		NA	10/16/2003		
			To:	SR 259												
1414 82	0.41	1600	From:	82-617							NA		NA	10/16/2003		
			To:	82-1413												
1414 82	0.14	2300	From:								NA		NA	10/16/2003		
			To:	SR 42												
1415 82	0.18	510	From:	SCL Broadway							NA		NA	10/20/2003		
			To:	82-1421												
1416 82	0.16	410	From:	SR 42							NA		NA	09/14/2000		
			To:	82-1424												
1416 82	0.21	310	From:								NA		NA	09/14/2000		
			To:	82-1417 Gap Terminus												
1416 82	0.07	150	From:	82-1423 Gap Terminus							NA		NA	09/14/2000		
			To:	82-1425												
1417 82	0.02	50	From:	Cul-de-Sac							NA		NA	09/07/2000		
			To:	82-1433												
1417 82	0.08	180	From:								NA		NA	09/07/2000		
			To:	82-1428												
1417 82	0.06	380	From:								NA		NA	09/07/2000		
			To:	82-1416												
1417 82	0.06	570	From:								NA		NA	09/07/2000		
			To:	82-1418												
1417 82	0.07	780	From:								NA		NA	09/14/2000		
			To:	82-1422												
1417 82	0.06	1100	From:								NA		NA	09/14/2000		
			To:	82-1421												
1418 82	0.12	170	From:	Dead End							NA		NA	09/14/2000		
			To:	82-1424 Gap Terminus												
1418 82	0.07	130	From:	Dead End; Gap Terminus							NA		NA	09/14/2000		
			To:	82-1417												

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Route	Length	AADT	QA	4Tire	Bus	-----Truck-----				QC	K Factor	QK	Dir Factor	AAWDT	QW	Year
						2Axle	3+Axle	1Trail	2Trail							
Town of Broadway																
(1421 82)	E Springbrook Rd	0.20	120	R	From:	Dead End						NA		NA		10/16/2003
					To:	82-617 Sunset Rd										
(1421 82)	E Springbrook Rd	0.42	940	R	From:							NA		NA		12/03/2003
					To:	82-1415 Early Rd										
(1421 82)	E Springbrook Rd	0.24	640	R	From:							NA		NA		12/03/2003
					To:	SR 42 Timber Way										
(1421 82)	E Springbrook Rd	0.43	5100	R	From:							NA		NA		12/03/2003
					To:	ECL Broadway; 82-803 Daphna Rd										
(1422 82)		0.10	190	R	From:	Dead End						NA		NA		09/14/2000
					To:	82-1417										
(1423 82)	Elm St	0.22	180	R	From:	82-1429						NA		NA		1986
					To:	82-1416										
(1423 82)	Elm St	0.19	600	R	From:							NA		NA		09/14/2000
					To:	82-1421										
(1424 82)		0.06	110	R	From:	82-1428						NA		NA		09/14/2000
					To:	82-1416										
(1424 82)		0.06	220	R	From:							NA		NA		09/14/2000
					To:	82-1418										
(1424 82)		0.13	480	R	From:							NA		NA		09/14/2000
					To:	82-1421										
(1425 82)		0.12	120	R	From:	Dead End						NA		NA		09/14/2000
					To:	82-1416										
(1425 82)		0.06	30	R	From:							NA		NA		09/14/2000
					To:	NCL Broadway										
(1426 82)		0.03	200	R	From:	SR 42						NA		NA		09/07/2000
					To:	82-1406										
(1426 82)		0.06	40	R	From:							NA		NA		09/07/2000
					To:	Dead End										
(1427 82)	Morningside Dr	0.18	320	R	From:	82-1431						NA		NA		09/07/2000
					To:	82-1414										
(1428 82)		0.16	480	R	From:	SR 42						NA		NA		09/07/2000
					To:	82-1424										
(1428 82)		0.21	440	R	From:							NA		NA		09/07/2000
					To:	82-1417										
(1429 82)	Broadmoor Lane	0.13	150	R	From:	82-1423 Elm St						NA		NA		09/14/2000
					To:	82-1430 Showater Court										
(1429 82)	Broadmoor Lane	0.04	40	R	From:							NA		NA		09/14/2000
					To:	Dead End										
(1430 82)	Showater Court	0.11	60	R	From:	82-1429						NA		NA		09/14/2000
					To:	Cul-de-Sac										
(1431 82)		0.08	100	R	From:	82-1414						NA		NA		09/07/2000
					To:	82-1427										

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2Axle 3+Axle 1Trail 2Trail																	
Town of Broadway																	
<div>1432</div> <div>82</div>		0.20	NA				From:	SR 42					NA		NA		
							To:	Dead End									
<div>1433</div> <div>82</div>	Fifth St	0.06	100	R			From:	Cul-de-Sac					NA		NA		09/07/2000
							To:	82-1417									
<div>1434</div> <div>82</div>	First St	0.11	260	R			From:	Dead End					NA		NA		09/14/2000
							To:	82-1424									
<div>1435</div> <div>82</div>		0.09	NA				From:	82-1436					NA		NA		
							To:	SR 42									
<div>1436</div> <div>82</div>		0.16	NA				From:	Dead End					NA		NA		
							To:	82-1435									
<div>1438</div> <div>82</div>		0.04	450	R			From:	Cul-de-Sac					NA		NA		08/21/2000
							To:	SR 259									
<div>1440</div> <div>82</div>		0.07	180	R			From:	SR 42					NA		NA		09/07/2000
							To:	Cul-de-Sac									
<div>1441</div> <div>82</div>		0.12	140	R			From:	82-1440					NA		NA		09/07/2000
							To:	Cul-de-Sac									
<div>1442</div> <div>82</div>		0.25	NA				From:	82-1421					NA		NA		
							To:	Cul-de-Sac									
<div>9383</div> <div>82</div>		0.18	NA				From:	82-1421 WEST					NA		NA		
							To:	82-1417; 82-1421 EAST									